

Date 4/15/88

Subject: ARROW AIRLINES FLIGHT 950JW
CRASH AT GANDER, NEWFOUNDLAND
12/12/85
IDENTIFICATION MATTER

under

(X)



ENCLOSURE

DE-95-27189-50X2

75 APR 21 1988

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1*

4-25-88

1-AT & Encl. to Dept. of Transportation

1-AT/EAL to 509/C/57

58

July 1, 1991

Honorable Jim Ramstad
House of Representatives
Washington, D.C. 20515

Dear Congressman Ramstad:

Thank you for bringing to our attention the letter you received from [redacted] regarding the tragic crash of an Arrow Air DC-8 in Gander, Newfoundland, in 1985.

I can certainly understand the efforts being taken by the victim's families to examine the determinations made by Canadian authorities investigating this disaster. Since the crash occurred outside the United States, the FBI's investigative role was limited to providing cooperative assistance to our Canadian counterparts. [redacted]

[redacted] the FBI conducted several interviews within the United States and assisted in identifying the crash victims through our Laboratory and Identification Divisions. [redacted]

I noted that [redacted] asked you to consider sponsoring a resolution calling on Congress to investigate the Gander crash. In the years since the tragedy, Congress and several Members of the House and Senate have looked into this matter. For example, the House Judiciary Committee's Subcommittee on Crime held hearings last year as part of their review of the Gander crash. Since House Judiciary reorganized its Subcommittees for the 102nd Congress, you may wish to contact the Judiciary Committee's staff to determine the status of this inquiry or to access these proceedings.

I hope this information helps you respond to [redacted]. If you have any questions regarding this or any other matter, please do not hesitate to contact me.

Sincerely yours,

John E. Collingwood
Inspector in Charge
Congressional Affairs Office

95-271189-70

ROOM 7240, TL-245

MAILED 18

JUL 03 1991

FBI

Exec AD Adm. ___
Exec AD Inv. ___
Exec AD LES ___
Asst. Dir.:
Adm. Servs. ___
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Lab. ___
Legal Coun. ___
Off. Cong. & Public Affs. ___
Rec. Mgnt. ___
Tech. Servs. ___
Training ___
Telephone Rm. ___
Director's Sec'y ___

Mr. Collingwood - Enclosure
[redacted] Enclosure

KBW:rh (6)

MAIL ROOM

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FBI/DOJ

the cockpit voice recorder, and an out-of-date flight data recorder.

The attempts of some board members to direct agency staff back to the drawing board was a crucial factor in a boardroom dust-up which recently led to the resignation of Deschenes.

Autopsies were performed on all but two of the 256 victims of the crash by the United States Army Institute of Pathology at Dover, AFB, Delaware.

Both the army and the aviation board have kept the results confidential, but sources who have read the autopsy report said about half the corpses contained "significant" or "lethal" levels of hydrogen cyanide.

The highest levels appear to have been confined to passengers in one section of the passenger cabin, one source said, while the pilot and flight engineer were unaffected. The cyanide was also found in bodies which were dismembered or decapitated on impact.

"Hydrogen cyanide is a product of combustion of most kinds of plastics," said an engineer close to

the investigation. "If combustion products are present in the bloodstream, the inference is the person was alive and breathing" when the fire began.

A *Citizen* investigation has found the conditional report, which has never been made public, makes no reference to the cyanide findings.

The only autopsy results mentioned in the report are the presence of aspirin in some of the crew.

The aviation board refused this week to comment on any aspect of its investigation.

However, the cyanide finding was considered significant enough to form the basis of a special briefing to the aviation board by the agency's director of safety medicine, Dr. David Elcombe.

When asked if the cyanide levels were toxic, one board source who both read the report and attended Elcombe's briefing replied: "Absolutely. There's no way they could have lived by breathing that amount."

The autopsy report is just one piece of evidence which concerned the five board members.

The report was placed on the board's agenda and passed unanimously last December, board sources say, while the five members were absent.

The absent members were Ross Stevenson, a former Air Canada pilot; Dr. Les Filotas, an aeronautical engineer; Norman Bobbit, also an aeronautical engineer; David Mussalem, a former airline pilot; and Roger Lacroix, a former Canadian air force general. Lacroix has since resigned.

The report also discounts the presence of munitions on board the aircraft, a possible cause of fire.

A report by Emergency Preparedness Canada says RCMP and military personnel at the crash site recovered M16 rifles, grenade launchers, automatic pistols, .38-calibre pistols and large shell casings from the wreckage, "some apparently in working order."

That same report says, however, that the casings were spent souvenirs being brought home by soldiers after their five-month peacekeeping tour in the Sinai.

The report says it was later "learned" the explosions were caused by hydraulic cylinders inside the plane, not munitions. That conclusion is contested by Dan Ewing, director of operations for Arrow Air: "With the total devastation of that aircraft, all lines would have been ruptured," he said. Pinpointing the source of the explosions "is pure conjecture, either way."

Memorandum



ESP
CLASS
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SER
REC

To: Director, FBI (

Date 7/25/88

From: Legal Attache, Ottawa (32-86) (RUC)

Subject: ARROW AIRLINES FLIGHT 950JW
CRASH AT GANDER, NEWFOUNDLAND, CANADA
12/12/85

Reference: FBIHQairtel and LHM, 7/8/88

Dissemination, as outlined below, was made on dates indicated.

☒ one copies of reLHM

☐ Pertinent information from

Name and Location of Agency

Date Furnished

Deputy Chief of Mission
U.S. Embassy
Ottawa, Ontario, Canada

7/25/88

95-271189-51

② - Bureau
1 - Ottawa (32-86)

SPH:jst
(3)

3 AUG 10 1988

6 Deputy Asst. Dir.
~~Property~~
~~Personal~~
~~Crimes~~
~~Unit~~
50472

95 AUG 30 1988

SSP

CLASS

SRC'D

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REC

TELETYPE UNIT

12 AUG 88 21 350

OF INVESTIGATION

VZCZCOTT0621

PP HQ

DE OTT #0621 2251728

ZNR UUUUU

P 121730Z AUG 88

FM LEGAL ATTACHE OTTAWA (32-86) (RUC)

TO DIRECTOR, FBI PRIORITY

BT

UNCLAS

ARROW AIRLINES FLIGHT 950JW CRASH AT GANDER, NEWFOUNDLAND,
CANADA, 12/12/85

FOLLOWING IS A SYNOPSIS OF CANADIAN PRESS AGENCY REPORTING
CONCERNING ALLEGED HEALTH PROBLEMS THAT HAVE ARISEN IN PEOPLE WHO
RESPONDED TO CAPTIONED CRASH IN DECEMBER 1985. THE REPORTS WERE
CARRIED IN CANADIAN NEWSPAPERS ON 8/12/88 AND ON THE CANADIAN
TELEVISION NETWORK NATIONAL NEWS BROADCAST ON 8/11/88.

IN 1987 SEVERAL FIREFIGHTERS WHO WORKED AT THE SITE THE DAY
AFTER THE CRASH BEGAN SHOWING SIGNS OF A RARE BLOOD DISORDER
BELIEVED TO BE LINKED TO TOXIC FUMES. A NUMBER OF TRANSPORT
CANADA WORKERS, MEMBERS OF THE ROYAL CANADIAN MOUNTED POLICE
(RCMP), AND SEARCH AND RESCUE WORKERS WHO WERE AT THE CRASH SITE

Exec AD Adm.	_____
Exec AD Inv.	_____
Exec AD LES	_____
Asst. Dir.:	
Adm. Servs.	_____
Crim. Inv.	_____
Ident.	_____
Insp.	_____
Intell.	_____
Lab.	_____
Legal Coun.	_____
Off. Cong. & Public Affs.	_____
Rec. Mgmt.	_____
Tech. Servs.	_____
Training	_____
Off. Liaison & Int. Affs.	_____
Telephone Rm.	_____
Director's Sec'y	_____

SEP 8 1988

18 JUN 08 1989

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PAGE TWO DE OTT 0621 UNCLAS

HAVE ALSO BEEN EXPERIENCING HEALTH PROBLEMS. THE PUBLIC SERVICE ALLIANCE OF CANADA, A CANADIAN GOVERNMENT EMPLOYEES UNION, HAS DEMANDED THAT THE GOVERNMENT OF CANADA (GOC) FUND AN INDEPENDENT MEDICAL EXAMINATION OF EACH AND EVERY PERSON WHO WAS AT THE CRASH SITE TO DETERMINE IF THEIR AILMENTS ARE LINKED TO THE CRASH.

IMMEDIATELY FOLLOWING THE CRASH, FORMER LEGAT [REDACTED]

[REDACTED] FBI FORENSIC EXPERTS, AND A REPRESENTATIVE OF THE IDENTIFICATION DIVISION WERE DISPATCHED TO THE SITE, HOWEVER ~~THEY WERE NOT ALLOWED TO ENTER THE SITE~~ CANADIAN AUTHORITIES DECLINED THE FBI'S OFFER OF ASSISTANCE. ON 12/14/85 CANADIAN AUTHORITIES MADE A DECISION TO RETURN THE CRASH VICTIMS TO THE ARMED FORCES INSTITUTE OF FORENSIC PATHOLOGY (AFIFP), DOVER AIR FORCE BASE, DOVER, DELAWARE. THE AFIFP REQUESTED THE ASSISTANCE OF THE FBI'S ~~DISASTER SQUAD~~ AND DURING THE PERIOD 12/16-21/85 THE DISASTER SQUAD ASSISTED IN THE BODY IDENTIFICATION EFFORTS AT DOVER AIR FORCE BASE MORTUARY FACILITIES.

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LEGAT OTTAWA IS UNAWARE OF ANY FBI PERSONNEL AT THE CRASH SITE OR WHO ASSISTED IN THE IDENTIFICATION OF VICTIMS AT AFIFP FACILITIES, DOVER AIR FORCE BASE, DELAWARE, THAT HAVE EXPERIENCED HEALTH PROBLEMS ASSOCIATED WITH THE INCIDENT.

PAGE THREE DE OTT 0621 UNCLAS

BT

#0621

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RECEIVED
FBI

DEC 8 9 44 PM '88

VZCZCOTT0901

RECEIVED
TELETYPE UNIT

8 DEC 88 21 24

FEDERAL BUREAU
OF INVESTIGATION

PP HQ

CRIMINAL INVESTIGATION
DIVISION OFFICE

DE OTT #0901 3431859 SSP

ZNR UUUUU

CLASS 5

SRC'D 5

P 081855Z DEC 88

SER

REC

FM LEGAL ATTACHE OTTAWA(262-2) (RUC)

TO DIRECTOR FBI/PRIORITY/

BT

UNCLAS

CITE: 77515077

SUBJECT: UNSUBS; CRASH OF Arrow AIR AIRCRAFT IN 1985 AT GANDER,
NEWFOUNDLAND; POSSIBLE HOMICIDE ABROAD.

RE DIRECTOR TELETYPE, 12/6/88.

ON 12/8/88, [REDACTED]

[REDACTED] WAS

CONTACTED CONCERNING INFORMATION IN REFERENCED TELETYPE.

[REDACTED] HAS BEEN, IN EFFECT, THE [REDACTED] SUPERVISOR FOR

THIS MATTER.

HE EXPLAINED THAT THE NINE MEMBER BOARD, WHICH WAS
APPOINTED BY THE CANADIAN AVIATION SAFETY BOARD (CASB) IS

Exec AD Adm.	_____
Exec AD Inv.	_____
Exec AD LES	_____
Asst. Dir.:	_____
Adm. Servs.	_____
Crim. Inv.	<u> </u>
Ident.	_____
Intell.	_____
Lab.	_____
Legal Coun.	_____
Off. Liaison &	_____
Int. Affs.	_____
Telephone Rm.	_____
Director's Sec'y	_____

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95-271189-53X
9 DEC 27 1988

CC-70
Cd - OCLP

PAGE TWO DE OTT 0901 UNCLAS

OFFICIALLY RELEASING THEIR REPORT TODAY. A DISSENTING REPORT WAS PREVIOUSLY RELEASED.

THE OFFICIAL REPORT WILL STATE THAT THERE WAS NO "ON BOARD" EXPLOSION - E.G. AN EXPLOSION BEFORE THE CRASH IMPACT.

THE DISSENTING REPORT SIMPLY SAYS THAT A TERRORIST INCIDENT IS A POSSIBILITY, HOWEVER, NO SUBSTANCE IS OFFERED TO SUPPORT THIS POSSIBILITY. IT CITES ONLY A PHONE CALL TO THE CASB, IN HULL QUEBEC, ON 12/13/85, IN WHICH THE "ISLAMIC JIHAD" CLAIMED RESPONSIBILITY AND CALLS MADE TO THE MEDIA AFTER THE INCIDENT.

CONCERNING GEORGE BAKER'S REMARKS, [REDACTED] STATES THAT

THIS MEMBER OF PARLIAMENT HAS BEEN TAKING INFORMATION FROM THE DISSENTING REPORT AND COMMENTING PUBLICLY ON IT. ANY DECISION TO

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PAGE THREE DE OTT 0901 UNCLAS

BT

#0901

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CLASS
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MESSAGE RELAY VIA TELETYPE
(RESTRICTED USE)

0 056

Date: 12-6-88

PRECEDENCE:

☐ IMMEDIATE☒ PRIORITY☐ ROUTINE

FM: DIRECTOR, FBI

TO: Legat, Ottawa☐ White House/WH/☐ Bureau of Alcohol Tobacco Firearms/BATF/☐ Central Intelligence Agency/CIA/☐ CIA DCD/DCD/☐ Dept. of Energy HQS/DOEHQ/☐ Dept. of Energy Germantown DIV/DOE/☐ Dept. of Justice/DOJ/☐ Dept. of State/DOS/☐ Dept. of the Army/DA/☐ Dept. of Treasury/DOT/☐ Defense Intelligence Agency/DIA/☐ Director National Security Agency/NSA/☐ Director Naval Investigative Service/DIRNAVINSERV/☐ Drug Enforcement Admin./DEA/☐ FAA Washington HQ/FAA/☐ HQ AFOSI Bolling AFBDC/AFOSI/☐ INSCOM Ft. Meade/INSCOM/☐ Nuclear Regulatory Commission/NRC/☐ U.S. Customs Service/UCS/☐ U.S. Immigration & Naturalization Service/INS/☐ U.S. Secret Service/USSS/☐ Other: _____

BT

Classification:

Unclassified95271184-53X1

Addressee Internal Distribution

For: _____

Subject: Unsub; Crash of Arrow Air Aircraft in 1985 at Gander, Newfoundland; Possible Homicide Abroad.☐ See Attached

DEC 19 1988

Approved By: <u>NPA/AB</u>	Originator: <u>[Redacted]</u>	Tele Ext. <u>4660</u>	Room/Div.: <u>5226/6</u>
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FEDERAL BUREAU OF INVESTIGATION
COMMUNICATIONS CENTER

DEC 07 1988

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DO NOT FILE WITHOUT COMMUNICATIONS STAMP

FBI/DOJ

East/PPSW 1/9 m/c

USE AND PREPARATION OF FORM 0-73

Restrictions on Use

- RECEIVED
TELETYPE
6 DEC 86 1 55
FEDERAL BUREAU
OF INVESTIGATION**
1. Only incoming teletype messages within the categories listed in **IMOG** Section 16-1.7 pages 1251 & 1252 may be prepared using form 0-73.
 2. Use of Form 0-73 is restricted to incoming teletype messages received at FBIHQ Communications Center within the last 72 hours.
 3. Addressees must be Bureau Offices (LEGAT/Field) or other Government Agencies. **Geographical location must be indicated if other Government Agency is located outside the Washington, D.C. area.**
 4. Editing of message text is restricted to typed or printed changes of a word or two. Changes to the existing text involving more than a word or two will require the originator to initiate a new message using Form 0-93. Administrative data may be added immediately following the text and must be identical for all addressees.
 5. Teletype messages received by the Communications Center that do not meet the above criteria shall be returned to the originator for preparation using Form 0-93.

Preparation of 0-73 Form (Yellow)

1. **Date & Precedence** - Type or print date and indicate precedence by checking the appropriate box.
2. **Addressee(s)** - Type or print addressee(s) immediately following the "TO:" or place a check mark in the appropriate box. Note: When using block "Other," indicate geographical location if addressee(s) is located outside Washington, D.C. If addressee(s) is a military installation, the name of the base, fort, or station must be listed to ensure delivery.
3. **Classification** - Type or print the classification and if appropriate the caveat and warning notices.
4. **Addressee Internal Distribution** - Complete when the originator wishes the message to be distributed to a known entity within a Headquarters Agency (i.e. Division, Section, Unit, etc.). List the addressee(s) abbreviation and the internal distribution, i.e. a message to Dept. of State, Dept. of Justice, and Defense Intelligence Agency; list on the "For" line(s) as follows:
Example: For: DOS For SY/TAG; DOJ For Asst. AG Criminal Div.; DIA For DSOP.
Messages which do not list internal distribution shall be delivered to the agency headquarters where their analyst will effect in-house distribution.
5. **Subject** - Type or print the subject in the space provided or check "see attached" if subject is identical to attached message.
6. **Originator's Boxes** - Type or print the originator's name, telephone extension, room number, and division.
7. **Approved By Box** - Indicate approval for transmission by initialing the approved by box. Note: The person approving the message is solely responsible for assuring all necessary editing changes are accurate and are legible.

Preparation of Message To Be Transmitted

1. **Duplicate Copy & Notations** - Xerox 1 copy of the incoming teletype message. A notation shall be made on the original incoming teletype indicating one copy made for relay to SACS _____, (or LEGATS) _____, (or Government Agencies) _____.
2. **Editing of Duplicate Copy (Heading)** - Using a lead pencil ONLY draw single lines through the first and last lines of the message heading; connect these lines from top right to bottom left forming a "Z" figure. **(Do Not Obliterate the Heading)**
3. **Editing Changes to the Text** - (See Restrictions on Use, item 4)
4. **Administrative Data** - Type or print administrative data immediately following the text.

SSP

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VZCZCOTT0098

PP HQ WFO

DE OTT #0098 0521703

ZNR UUUUU

P 211659Z FEB 89

FM LEGAT OTTAWA

TO DIRECTOR FBI/PRIORITY/

FBI WMFO/PRIORITY/

BT

UNCLAS

CITE: //5150//

SUBJECTS: ARROW AIRLINES FLIGHT 950JW CRASH AT GANDER,

NEWFOUNDLAND, CANADA, 12/12/85

(OTT FILE 262-2) (RUC)

SCOTBOMB; MAJOR CASE 20; IT-OH; OO: WMFO

(OTT FILE 262-3) (P).

RE OTT TEL TO FBIHQ 12/8/88, CAPTIONED "UNSUBS; CRASH OF
ARROW AIR AIRCRAFT IN 1985 AT GANDER, NEWFOUNDLAND; POSSIBLE
HOMICIDE ABROAD."

"AVIATION WEEK AND SPACE TECHNOLOGY" (AWST) MAGAZINE IN ITS
2/6/89 ISSUE CONTAINS A STORY (PG. 58) BY DAVID HUGHES CITING
ALLEGED SIMILARITIES BETWEEN CAPTIONED CASES.

Exec AD Adm. _____
Exec AD Inv. _____
Exec AD LES _____
Asst. Dir.: _____
Adm. Servs. _____
Crim. Inv. FCI/CL
Ident. _____
Insp. _____
Intell. _____
Lab. _____
Legal Coun. _____
Off. Cong. &
Public Affs. _____
Rec. Mgnt. _____
Tech. Servs. _____
Training _____
Off. Liaison &
Int. Affs. _____
Telephone Rm. _____
Director's Sec'y _____

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95-271189-54

22 MAR 10 1989

12 MAR 15 1989

RELAYED TO:

WMFO

OLIA
RM: 7448

✓ CC 5223
CC INT #25

PAGE TWO DE OTT 0098 UNCLAS

THE 2/13/89 ISSUE OF AWST, IN TURN, HAD A BRIEF UNSIGNED EDITORIAL ON PG. 7 BASED ON THE EARLIER STORY, URGING THE GOVERNMENT OF CANADA TO REVIEW THE GANDER CRASH.

THE GOVERNMENT OF CANADA HAS REVIEWED THE CRASH. A NINE MEMBER BOARD APPOINTED BY THE CANADIAN AVIATION SAFETY BOARD HAS ISSUED A REPORT STATING THAT THERE WAS NO "ON BOARD" EXPLOSION AND THAT THE CRASH WAS CAUSED BY ICING.

AS EXPLAINED IN RETEL, OPPOSITION MEMBERS OF THE CANADIAN PARLIAMENT HAVE BEEN TAKING BITS AND PIECES OF INFORMATION FROM A MINORITY REPORT AND PUBLICLY COMMENTING ON IT.

ON 2/21/89 [REDACTED]

[REDACTED] STATED THAT THE CURRENT ARTICLES IN AWST WERE SIMPLY A REHASH OF THESE SAME COMMENTS - ONLY NOW PRESENTED IN SUCH A WAY AS TO ATTEMPT A CONNECTION TO THE SCOTBOMB MATTER. [REDACTED] STATED THAT [REDACTED] INVESTIGATION HAS NOT CONNECTED THESE TWO CASES AND THAT [REDACTED] HAS RULED OUT THE POSSIBILITY OF ANY CRIMINAL ACTIVITY IN THE GANDER CRASH.

OTTAWA IS BRINGING THE AWST ARTICLES TO THE ATTENTION OF WMFO AND FBIHQ SINCE IT TOUCHES ON THE SCOTBOMB MATTER. OTTAWA

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PAGE THREE DE OTT 0098 UNCLAS

HOPES THAT THE ABOVE INFORMATION PLACES THIS IN ITS PROPER
PERSPECTIVE.

BT

#0098

NNNN

DISASTER:

12/12/85

Sept. Matthe

c. 52548

[illegible]

FBI

TRANSMIT VIA:

☐ Teletype
☐ Facsimile
☒ AIRTEL

PRECEDENCE:

☐ Immediate
☐ Priority
☐ Routine

CLASSIFICATION:

☐ TOP SECRET
☐ SECRET
☐ CONFIDENTIAL
☐ UNCLAS E F T O
☐ UNCLAS

Date 5/16/89

TO: Director, FBI
 FROM: ^{sent} LEGAT, OTTAWA (262-2) (RUC)
 SUBJECT: ARROW AIRLINES FLIGHT 950JW
 CRASH AT GANDER, NEWFOUNDLAND
 CANADA, 12/12/85

Enclosed for your information is one copy of each of the following described newspaper articles:

1. "Relatives of Gander victims want new inquiry," published in the 5/10/89 edition of the "Ottawa Citizen."
2. "Families of Gander crash victims believe Canada, U. S. covering up blast on plane," published in the 5/11/89 edition of the "Ottawa Citizen." (X)

3 - Bureau, Encs.-2
 (1 - Foreign Liaison Unit, OLIA)
 1 - Ottawa

JEK-T/lrk
 (4)

ENCLOSURE

det/rek 5226

95-271189-55

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25 OCT 24 1989

Approved: _____

Transmitted _____

(Number)

(Time)

Per _____

Relatives of Gander victims want new inquiry

By Robert Lee
Citizen staff writer

Four-year-old Michelle Phillips pretends her father is still there. Daddy picked me up from school, she'll say. Daddy came to visit this afternoon. But it's all make-believe. All she has left is the letter, and the letter is framed in black.

"To my precious daughter," it began. "I am sorry that I could not be with you on your first birthday. But I wanted to let you know that I am thinking about you on that special day, as I do on any other day."

There is a picture of her father, in his soldier's clothes. It was his second tour of duty abroad. On his first, in Korea, he had met his wife-to-be. On the second, he had to leave his wife and newborn daughter behind. When he wrote the letter, he was looking forward to coming home soon. The 101st Airborne was due home from the Sinai in a few weeks.

"I know that you cannot read yet, but later, when you can read this, you will know that you are in my mind and in my heart always, even if thousands of miles separate us."

Doug Phillips died with 248 other U.S. servicemen while returning on an Arrow Air military charter flight through Gander, Nfld. in December 1985.

"I love both of you dearly," he wrote. "Now and always, we are a strong, inseparable family with a full, rewarding, joyful life to look forward to, and I'm glad you are a part of it."

Michelle's grandparents think she has a right to know why her father died.

"There's 256 other stories like this to tell out there," Zona Phillips said Tuesday. "That's the reason we're striving after the truth."

Phillips, 49, of St. Petersburg, Fla., is the head of an organization called Families of Gander, a group of 50 relatives of victims of the worst-ever air crash on Canadian soil.

She doesn't believe the majority report issued by the Canadian Aviation Safety Board, which concluded ice on the wings caused the jet to crash. She believes there is enough evidence to point to an on-board fire or explosion, possibly caused by sabotage.

Phillips is in Ottawa this week to press for a full judicial inquiry into the air disaster. Transport Minister Benoit Bouchard, following

an embarrassing disclosure that his own officials were critical of the icing theory, has ordered a judicial review.

Phillips said a wider review would also be able to probe some 225 kilograms of documents she has gathered concerning the crash, as well as call witnesses who were overlooked by the safety board.

Phillips will meet with members of the Liberal caucus today, to explain her concerns over the conduct of the crash investigation. Bouchard declined an invitation to meet with her.

Her husband, Doug Phillips Sr., is a clinical and anatomic pathologist and laboratory director of the E.H. White Hospital in St. Petersburg. He maintains the safety board's interpretation of autopsy results, for instance, are "totally ludicrous."

"The most likely and obvious cause is a fire on board before the plane crashed."

"We promised our son's memory we would find out the cause of the crash," he said. "We've done everything we could, but it's a promise still not kept three and a half years later."

Date and Page

OTTAWA CITIZEN

5-10-89 A1

TORONTO STAR

MONTREAL GAZETTE

GLOBE AND MAIL

NEW YORK TIMES

OTHER:

95-271189-55
ENCLOSURE

Families of Gander crash victims believe Canada, U.S. covering up blast on plane

By Mark Kennedy
Citizen staff writer

The review of the 1985 Arrow Air disaster in Gander, Nfld., is part of a coverup by the Canadian and U.S. governments, say families of the crash victims.

A handful of the relatives gathered in Ottawa Wednesday to press their case for a full-scale judicial inquiry into the cause of the crash that killed all 256 Americans aboard the plane.

The relatives and their advisers have little faith in the current federally appointed independent review by former Supreme Court justice Willard Estey.

"There isn't a doubt in our mind that it's a cover up," said Jerry Rusinowitz, part of a team of Americans acting for Theresa Griffin, whose husband John was the pilot of the ill-fated DC-8.

"This entire process is being orchestrated by (Transport Minister Benoit) Bouchard and he has to have his own ulterior motives.

He's procrastinating, he's delaying. He will do anything he can to sweep this under the rug."

Griffin's husband was blamed indirectly by a majority panel of the Canadian Aviation Safety Board. The pilot and his flight crew didn't request that the plane be de-iced before it took off after refuelling en route from the Middle East to Kentucky.

The panel concluded wing icing was the probable cause of the accident; but a minority group on the board concluded an explosion — either accidental or through sabotage — was at fault.

Theresa Griffin said the icing theory has been completely discredited by the technical experts on her team and by experts within Transport Canada who wrote a secret report leaked to the *Citizen* in March.

"I cannot quite figure out why they won't accept the truth. And if they won't accept the truth, they've got to be covering up."

Estey, now a Toronto lawyer,

was appointed by Bouchard March 29 to examine the crash that has split CASB and contributed to the government's decision to replace it with a new agency.

Estey is to report back within 90 days on whether a full-scale public inquiry is needed to determine the cause of the disaster.

Estey has rejected requests from CASB members and relatives of the victims to consider new evidence.

That has outraged the Griffin team and Doug and Zona Phillips of St. Petersburg, Fla., who head a group in the U.S. called Families for Truth about Gander.

The Phillips' son Doug was one of the U.S. soldiers who perished in the crash, and they said they came to Ottawa because they felt the Estey review will not result in a judicial inquiry.

Doug Phillips said many of the 50 relatives in his group conclude that the case has been — and continues to be — a cover-up from the beginning.

Date and Page

OTTAWA CITIZEN

5-11-89 A5

TORONTO STAR

MONTREAL GAZETTE

GLOBE AND MAIL

NEW YORK TIMES

OTHER:

95-271189-55
ENCLOSURE

C.W. BILL YOUNG
8TH DISTRICT, FLORIDA

MEMBER:
COMMITTEE ON
APPROPRIATIONS
SUBCOMMITTEE ON
NATIONAL DEFENSE

Congress of the United States
House of Representatives
Washington, DC 20515

2407 RAYBURN BUILDING
WASHINGTON, DC 20515

DISTRICT OFFICES:
SUITE 627
144 FIRST AVENUE, SOUTH
ST. PETERSBURG, FL 33701

SUITE 606
801 WEST BAY DRIVE
LARGO, FL 34640

FEDERAL GOVERNMENT

March 17, 1989

*Arrow Air Lines New Found Land
Canada 12-12-88*

Hon. William S. Sessions
Director
The Federal Bureau of Investigation
Ninth Street and Pennsylvania Avenue N.W.
Washington, D.C. 20535

Dear Director Sessions:

This is to request that the Bureau provide all possible assistance to Canadian transportation officials should the Minister of Transportation direct that the investigation of the December 1985 crash of the Arrow Air chartered jet which killed 256 Americans be reopened.

As you know, the FBI was involved with the initial investigation of the crash site and circumstances surrounding this incident. The investigation of this crash has been of great interest to me because several families of American servicemen who died in this incident are constituents, and I believe they deserve the best accounting possible as to the cause of this crash. Unfortunately, the report by the Canadian Aviation Safety Board failed to reach a consensus on the circumstances surrounding this matter.

The Board issued its report on the crash last December, with the panel's five-member majority concluding that ice on the wings was the probable cause of the crash. The four minority members, however, issued a dissenting report saying that ice on the wings was not the cause for the accident and that there was information indicating that there was a fire aboard the aircraft prior to the crash. In fact, three of the four minority members have said in interviews following release of the report that they believe the crash was the result of a terrorist act.

95-271189-56

JUN 12 1989

ENCLOSURE

Referral/Direct

Off. of Cong. and Public Affairs

*final
ack'd Hon
4-6-89
NB: jdr*

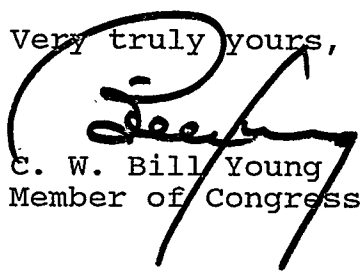
*Return
3/27/89
NB: jdr*

Additional questions have been raised about the crash this week with reports from Canada that the the Canadian national transportation agency, Transport Canada, has concluded that the Canadian Aviation Safety Board mismanaged the investigation. Further, the agency's Aviation Safety Programs Branch issued a statement saying it cannot conclude that the cause of the crash was ice on the wings and that in its opinion, the cause of the crash remains undetermined.

This request is not made to inject our nation into the political situation in Canada, but it is made because of my belief that the families of the 256 Americans who died onboard the chartered Arrow aircraft deserve the most accurate possible explanation for this crash. These families cannot help but have questions about this incident in light of the conflicting information and opinions that followed release of the Canadian Aviation Safety Board report last December.

Your assistance in this matter would be greatly appreciated. With best wishes and personal regards, I am

Very truly yours,



C. W. Bill Young
Member of Congress

CWY:hg
Enclosure

FEDERAL GOVERNMENT

March 27, 1989

(MS)
Arrow Airlines Newfoundland
Canada 12-12-85

Honorable C. W. Bill Young
House of Representatives
Washington, D. C. 20515

RE: CRASH OF ARROW AIR JET

Dear Congressman Young:

This acknowledges receipt of your communication to
Director Sessions dated March 17, 1989. We are currently
looking into this matter and a final response will be
forthcoming.

Sincerely yours,

JS

(JS)

J. Kevin O'Brien
Chief Counsel
Congressional Affairs Office

1 -
1 - Mrs. Munford

NB:r fw (7)
for

ENCLOSURE

95-271189-57

JUN 12 1989

b6
b7C

Exec AD Adm. _____
Exec AD Inv. _____
Exec AD LES. _____
Asst. Dir.:
Adm. Servs. _____
Crim. Inv. _____
Ident. _____
Insp. _____
Intell. _____
Lab. _____
Legal Coun. _____
Off. Cong. & Public Affs. _____
Rec. Mgnt. _____
Tech. Servs. _____
Training _____
Telephone Rm. _____
Director's Sec'y _____

MAIL ROOM ☐

FBI/DOJ

6218 (244)

April 6, 1989

FEDERAL GOVERNMENT

Arrow Airlines Newfoundland Canada

12-12-85

Honorable C. W. Bill Young
House of Representatives
Washington, D.C. 20515

Dear Congressman Young:

This is in further response to your communication to Director Sessions of March 17th. You requested that the Bureau provide all possible assistance to Canadian transportation officials should the Minister of Transportation direct that the investigation of the December, 1985, crash of the Arrow Air chartered jet which killed 256 Americans be reopened.

I can certainly understand your concern for the families of the victims of this crash. You may be assured that the FBI will provide every assistance possible to Canadian transportation officials should the investigation into the crash be reopened and should they request our help.

I hope this information will assist you in your contacts with constituents who may be interested in this matter.

Sincerely yours,

Anthony E. Daniels
Acting Assistant Director
Criminal Investigative Division

ENCLOSURE

- 1 - Ottawa - Enclosures (2)
- 1 - [redacted] Room 5226, TL 243 - Enclosures (2)
- 1 - Administrative Unit, CID (Room 5121)
- 1 - Congressional Affairs Office
- 1 - OLIA - Enclosures (2)
- 1 - Mr. York - Encs. (2)
- 1 - Mr. Castonguay - Encs. (2)

NOTE: Congressman Young requests that the FBI assist Canadian transportation officials if they decide to reopen the investigation into the Arrow Air Flight 950 crash in Gander, Newfoundland, on 12-12-85 in which 256 Americans were killed. By teletype from the Ottawa Office dated 2/89, Ottawa advised that [redacted]

[redacted] investigation has ruled out the possibility of any criminal activity in this crash. Response discussed with SA [redacted] CID.

NB: idw (9)

APPROVED:

Director
Exec AD-Adm.
Exec AD-Inv.
Exec AD-LES

Adm. Servs.
Crim. Inv.
Ident.

Inspection
Intell.
Laboratory
Legal Coun.

Off. of Cong. & Public Affs.
Off. of Lia. & Int. Affs.
Rec. Mgnt.
Tech. Servs.
Training

Exec AD Adm.
Exec AD Inv.
Exec AD LES
Asst. Dir.:
Adm. Servs.
Crim. Inv.
Ident.
Insp.
Intell.
Lab.
Legal Coun.
Off. Cong. & Public Affs.
Rec. Mgnt.
Tech. Servs.
Training
Off. Liaison & Int. Affs.
Telephone Rm.
Director's Sec'y

MAIL ROOM ☐

95-271189-58

JUN 12 1989

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DEPARTMENT OF JUSTICE
EXECUTIVE SECRETARIAT CONTROL DATA SHEET

From: TALLON, CONG. ROBIN
To: WILLIAM M. BAKER, FBI, WITH A COPY TO THE AG. ODD: NONE
Date Received: 08-02-89 Date Due: NONE Control #: X9080213508

Subject & Date
07-31-89 LETTER (COPY) REQUESTING A COPY OF THE FULL
UNCENSORED FBI REPORT REGARDING THE DECEMBER 1985
ARROW AIR DC-8 CRASH IN GANDER, NEWFOUNDLAND. THE
CONGRESSMAN ACKNOWLEDGES THAT THERE ARE DIFFICULTIES IN
RELEASING INFORMATION, BUT EXPRESSES HIS CONCERN ABOUT THE
APPARENT CYNICAL DISREGARD OF OUR GOVERNMENT IN THE
INVESTIGATION.

SEE EXEC. SEC. 9080113415 & 9071712314 - CONTROLS ATTACHED.

Referred To:	Date:	Referred To:	Date:
(1) FBI;SESSIONS	08-02-89	(5)	
(2)		(6)	
(3)		(7)	
(4)		(8)	

W/IN:

PRTY:

1

OPR:

MAU

INTERIM BY:

Sig. For: NONE

DATE:

Date Released:

Remarks

INFO CC: OAG, OAG [REDACTED] DAG, OLA, CRM.
ORIGINAL COPY TO AG FILES.

b6
b7C

(1) ADVISE EXEC. SEC. OF ANY ACTION TAKEN.

Other Remarks:

95-271189-58X

FILE:
L90802 5961

THIS DOCUMENT MUST BE DISPOSED OF BY SHREDDING

28

MEMBER:

COMMITTEE ON
AGRICULTURE
COMMITTEE ON
MERCHANT MARINE
AND FISHERIES

ROBIN TALLON
6TH DISTRICT, SOUTH CAROLINA

Congress of the United States
House of Representatives
Washington, DC 20515

432 CANNON BUILDING
WASHINGTON, DC 20515
(202) 225-3315

DISTRICT OFFICES:

P.O. BOX 6286
FLORENCE, SC 29502
(803) 669-9084

HORRY COUNTY COURTHOUSE
CONWAY, SC 29526
(803) 248-6256

July 31, 1989

Mr. William M. Baker
Assistant Director
Criminal Investigative Division
Federal Bureau of Investigation
Washington, DC 20535

Dear Mr. Baker:


I am writing to you to request a copy of the full uncensored F.B.I. Report on the December 1985 Arrow Air DC-8 crash in Gander, Newfoundland.

While you have indicated in previous correspondence that there are difficulties in releasing information on this crash, I want to see any and all information available to me. As a United States Congressman, I am troubled and angered by the apparent cynical disregard of our government in the investigation of this crash which killed 256 Americans.

Please advise me or Jean Margaret Smith of my staff at your earliest convenience if you require additional information in releasing this information to me. Your prompt attention to this request is greatly appreciated.

With best wishes, I am

Sincerely,



ROBIN TALLON
Member of Congress

RT/jms

cc: William Sessions
Richard Thornburgh

DEPARTMENT OF JUSTICE
EXECUTIVE SECRETARIAT CONTROL DATA SHEET

From: TALLON, CONG. ROBIN

To: AG.

ODD: 08-30-89

Date Received: 07-31-89 Date Due: 08-30-89 Control #: X9080113415

Subject & Date

07-28-89 LETTER ON BEHALF OF [REDACTED] AND HER
[REDACTED] WHO REQUEST AN INVESTIGATION
CONCERNING THE TRUE CAUSE OF THE ARROW AIR CRASH IN
GANDER, NEWFOUNDLAND. [REDACTED] WAS KILLED
IN THE CRASH.

Arrow Air 12/28/85

SEE EXEC. SEC. CONTROL 9071712314.

Referred To: Date:
(1) FBI;SESSIONS 08-02-89
(2)
(3)
(4)

Referred To: Date:
(5)
(6)
(7)
(8)

W/IN:

PRTY:

2

OPR:

MMH

INTERIM BY:

Sig. For: OLA

DATE:

Date Released:

Remarks

CC: OLA.

(1) PREPARE RESPONSE FOR THE SIGNATURE OF THE AAG/OLA.
RETURN TO EXEC. SEC. FOR TRANSMITTAL TO OLA.
ORIGINAL TO AG FILES.

Other Remarks:

95-271189-58X1

FILE:

L90801 5908

THIS DOCUMENT MUST BE DISPOSED OF BY SHREDDING

MEMBER:
COMMITTEE ON
AGRICULTURE
COMMITTEE ON
MERCHANT MARINE
AND FISHERIES

ROBIN TALLON
6TH DISTRICT, SOUTH CAROLINA

432 CANNON BUILDING
WASHINGTON, DC 20515
(202) 225-3315

Congress of the United States
House of Representatives
Washington, DC 20515

DISTRICT OFFICES:
P.O. BOX 6286
FLORENCE, SC 29502
(803) 669-9084
HORRY COUNTY COURTHOUSE
CONWAY, SC 29526
(803) 248-6256

July 28, 1989

The Honorable Richard Thornburgh
Attorney General
Department of Justice
Constitution & 10th Avenue, NW
Washington, DC 20530

Dear Mr. Attorney General:

In reference to my letter to you of July 12, 1989, I am
enclosing a letter from [redacted] an Army
Captain who was killed in the Arrow crash in Gander,
Newfoundland.

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b7c

This letter expresses the frustration felt by many of the
families of the victims in trying to find out the true cause
of the crash.

In light of the recent decision by the former Canadian
Supreme Court Judge Willard Estey that the cause of the crash
remains a mystery, I believe the United States government
owes it to these families to initiate a complete and thorough
investigation.

Certainly such an investigation would include all data and
evidence held by both the Canadian and American governments.

Looking forward to your reply, I am

Sincerely,

Robin Tallon

ROBIN TALLON
Member of Congress

RT/jms

Enclosure

MEMBER:

COMMITTEE ON
AGRICULTURE

COMMITTEE ON
MERCHANT MARINE
AND FISHERIES

SSP

CLASS

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SEC

REC

July 31, 1989

ROBIN TALLON
6TH DISTRICT, SOUTH CAROLINA

Congress of the United States
House of Representatives
Washington, DC 20515

432 CANNON BUILDING
WASHINGTON, DC 20515
(202) 225-3315

DISTRICT OFFICES:

P.O. BOX 6286
FLORENCE, SC 29502
(803) 669-9084

HORRY COUNTY COURTHOUSE
CONWAY, SC 29526
(803) 248-6256

Mr. William M. Baker
Assistant Director
Criminal Investigative Division
Federal Bureau of Investigation
Washington, DC 20535

Dear Mr. Baker:

I am writing to you to request a copy of the full uncensored
F.B.I. Report on the December 1985 Arrow Air DC-8 crash in
Gander, Newfoundland.

121285

While you have indicated in previous correspondence that
there are difficulties in releasing information on this
crash, I want to see any and all information available to me.
As a United States Congressman, I am troubled and angered by
the apparent cynical disregard of our government in the
investigation of this crash which killed 256 Americans.

Please advise me or [redacted] of my staff at your
earliest convenience if you require additional information in
releasing this information to me. Your prompt attention to
this request is greatly appreciated.

b6
b7C

With best wishes, I am

Sincerely,

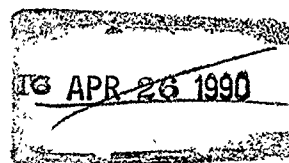
Robin Tallon

ROBIN TALLON
Member of Congress

RT/jms

cc: William Sessions
Richard Thornburgh

95-271189-58X2



off. of [illegible] [illegible]

28

MEMBER:

COMMITTEE ON
AGRICULTURE
COMMITTEE ON
MERCHANT MARINE
AND FISHERIES

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ROBIN TALLON
6TH DISTRICT, SOUTH CAROLINA

432 CANNON BUILDING
WASHINGTON, DC 20515
(202) 225-3315

Congress of the United States
House of Representatives
Washington, DC 20515

DISTRICT OFFICES:

P.O. BOX 6286
FLORENCE, SC 29502
(803) 669-9084

HORRY COUNTY COURTHOUSE
CONWAY, SC 29526
(803) 248-6256

August 16, 1989

Mr. John Collingwood
Legislative Affairs
The Federal Bureau of Investigations
Ninth Street and Pennsylvania Avenue, NW
Washington, DC 20535

Dear Mr. Collingwood:

Arrow Air 121285

I appreciate your taking the time out of your busy schedule to meet with me on August 3 regarding the tragic Gander, Newfoundland, crash which killed 256 Americans.

As discussed in our meeting, I would appreciate your efforts to allow me to see the full uncensored F.B.I. report on the Gander crash. As well, any other information the F.B.I. can provide regarding the crash will be most helpful.

I eagerly await your response on this very important matter. Again, I thank you for your cooperation and I look forward to working with you in opening the channels of communication between the United States government and its citizens.

With best wishes, I am

Sincerely,

Robin Tallon

ROBIN TALLON
Member of Congress

RT/jms

95-271189-58X3

APR 26 1990

U.S. House of Representatives
U.S. House of Representatives
U.S. House of Representatives

SSP
CLASS
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SER
REC

August 14, 1989

Honorable Robin Tallon
House of Representatives
Washington, D.C.

Dear Congressman Tallon:

Please be advised that we have received your letter to Assistant Director Baker dated July 31, 1989, requesting a copy of the full uncensored FBI report on the December 1985 Arrow Air DC-8 crash in Gander, Newfoundland.

A response will be forthcoming.

Sincerely yours,

John E. Collingwood
Inspector-in-Charge
Congressional Affairs Office

MAILED 38

AUG 15 1989

ENCLOSURE

- 1 - Mr. Baker - Enclosure
- 1 - [redacted] - Enclosure
- 1 - Mr. Moschella - Enclosure
- 1 - Mr. Collingwood - Enclosure
- 2 - [redacted] - Enclosure
- 1 - [redacted] - Enclosure

Exec AD Adm. _____
Exec AD Inv. _____
Exec AD LES _____
Asst. Dir.:
Adm. Servs. _____
Crim. Inv. _____
Ident. _____
Insp. _____
Intell. _____
Lab. _____
Legal Coun. _____
Off. Cong. & Public Affs. _____
Rec. Mgnt. _____
Tech. Servs. _____
Training _____
Telephone Rm. _____
Director's Sec'y _____

MCS:dlh (9)

319

APPROVED:

Director _____
Exec. AD-Adm. _____
Exec. AD-Inv. _____
Exec. AD-LES _____
Adm. Servs. _____
Crim. Inv. _____
Ident. _____
Inspection _____
Intell. _____
Laboratory _____
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Off. of Cong. & Public Affs. _____
Off. of Lia. & Intl. Affs. _____
Rec. Mgnt. _____
Tech. Servs. _____
Training _____

b6
b7C

JUN 8 1990

ROOM 7240, TL-245

MAIL ROOM

FBI/DOJ

MEMBER:

COMMITTEE ON
AGRICULTURE
COMMITTEE ON
MERCHANT MARINE
AND FISHERIES

ROBIN TALLON
6TH DISTRICT, SOUTH CAROLINA

432 CANNON BUILDING
WASHINGTON, DC 20515
(202) 225-3315

Congress of the United States
House of Representatives
Washington, DC 20515

DISTRICT OFFICES:

P.O. BOX 6286
FLORENCE, SC 29502
(803) 669-9084

HORRY COUNTY COURTHOUSE
CONWAY, SC 29526
(803) 248-6256

BBF

October 25, 1989

REC

① Arrow Airlines Newfoundland Canada 12/12/85

Mr. John Collingwood
Legislative Affairs
The Federal Bureau of Investigation
Ninth Street & Pennsylvania Avenue, NW
Washington, DC 20535

Dear Mr. Collingwood:

Please find enclosed a copy of a request for the autopsy
report of Captain Kyle Edmonds by [REDACTED]

[REDACTED] I hope that you will
be able to forward this request to the correct office in
order to fulfill their request.

b6
b7C

Captain Edmonds perished in the 1985 crash of the Arrow Air
DC-8 plane crash in Gander, Newfoundland, Canada. As you may
recall, I requested a copy of the full uncensored F.B.I.
report on the Gander crash in our August 3 meeting and in a
letter addressed to you on August 16. To date, I have not
received word from you on this matter.

Again, I appreciate your efforts to work with me on this very
sensitive issue.

With best wishes, I am

Sincerely,

Robin Tallon

ROBIN TALLON
Member of Congress

RT/jms

ENCLOSURE

95-271189-59

13 JAN 25 1990

APPROPRIATE APT



Congressman

ROBIN TALLON

6TH CONGRESSIONAL DISTRICT • P.O. BOX 6286 • FLORENCE, SC 29502 • 803/669-9084

Dear Congressman Tallon:

In response to my request for assistance, you have informed me that the Privacy Act of 1974 requires you to have my authorization in writing to inquire into this matter in my behalf.

I hereby authorize you to obtain necessary information for the purpose of assisting me from:

DOD - FBI
Name of Agency CPT. KYLE EDMONDS
251-11-4577
Social Security Number

[Redacted]
Print Name in Full
[Redacted]
Signature—In Writing [Redacted]
[Redacted]
Current Mailing Address
[Redacted] S.C. [Redacted]
City State Zip
[Redacted] [Redacted]
Area Code Phone Number

b6
b7c

10/23/89
Date

Briefly state your request below:

I would like [Redacted] autopsy report.
DATE OF DEATH - DEC. 12, 1985, Gander,
Newfoundland.
Also, the Canadian Autopsy report.
Please make two copies.

95-271189-59

ENCLOSURE

Memorandum



Exec AD Adm. _____
 Exec AD Inv. _____
 Exec AD LES _____
 Asst. Dir.:
 Adm. Servs. _____
 Crim. Inv. _____
 Ident. _____
 Insp. _____
 Intell. _____
 Lab. _____
 Legal Coun. _____
 Off. Cong. & Public Affs. _____
 Rec. Mgnt. _____
 Tech. Servs. _____
 Training _____
 Off. Liaison & Int. Affs. _____
 Telephone Rm. _____
 Director's Sec'y _____

Date 11/6/89

Congressional Affairs Office

Subject :

REQUEST BY CONGRESSMAN ROBIN TALLON
 FOR FBI DOCUMENTS

PURPOSE: To provide details regarding Congressman TALLON's request for FBI documents.

DETAILS: By letter dated October 25, 1989, Congressman ROBIN TALLON requested, on behalf of his constituent, that the FBI provide him a copy of the autopsy report of Captain KYLE EDMONDS who died in the 1985 crash of the Arrow Air Plane in Gander, Newfoundland, Canada. A copy of Congressman TALLON's correspondence and Privacy Act release are attached.

For information, Congressman TALLON's request for the FBI report on the Gander crash has been addressed in a separate communication.

RECOMMENDATIONS: That Legal Counsel Division determine if the FBI has records responsive to Congressman TALLON's request, and if so, to review those records and forward same to Congressional Affairs Office for transmittal to the Congressman.

APPROVED: _____
 Director _____
 Dep. Dir. _____
 ADD-Adm. _____
 ADD-Inv. _____
 Adm. Servs. _____
 Crim. Inv. _____
 Ident. _____
 Inspection _____
 Intell. _____
 Laboratory _____
 Legal Coun. _____
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 Tech. Servs. _____
 Training _____
 Cong. Affs. Off. _____
 Off. of EEO _____
 Off. of Liaison & Int. Affs. _____
 Off. of Public Affs. _____

- 1 - Mr. Davis - Enclosure
- 1 - [Redacted] - Enclosure
- 1 - Mr. Collingwood - Enclosure
- 3 - [Redacted] - Enclosure
- 1 - [Redacted] - Enclosure

MCS:glh (9)

SSA [Redacted]
 ROOM 7240, TL-245

95-27 1189-60

13 JAN 25 1990

3.

SS.
REC

December 6, 1989

Honorable Robin Tallon
House of Representatives
Washington, D.C.

Dear Congressman Tallon:

In your letter of October 25, 1989, you forwarded to us a request for the autopsy report of Captain Kyle Edmonds who died in the 1985 crash of the Arrow Air DC-8 plane in Gander, Newfoundland, Canada.

We have reviewed FBI records pursuant to your request, and as a result of that review, have determined that we do not have a copy of the autopsy report of Captain Edmonds. We did, however, locate an FBI Latent Fingerprint Section, Identification Division report in which Captain Edmonds and numerous other victims are mentioned. That report, to the extent that it mentions Captain Edmonds, is being provided to you. Information regarding other individuals mentioned in that report has been excised.

12/12/85 Airlines

95-274189-161

I hope this information is of assistance to you.

Sincerely yours,

SI

JAN 25 1990

John E. Collingwood
Inspector-in-Charge
Congressional Affairs Office

Enclosure

- Exec AD Adm. 1 - [] Enclosure
- Exec AD Inv. 1 - [] Enclosure
- Exec AD LES 1 - Mr. Collingwood - Enclosure
- Asst. Dir.: 3 - [] Enclosure
- Adm. Servs. 1 - [] Enclosure
- Crim. Inv. 1 - [] Enclosure
- Ident. NOTE: By letter dated 10/25/89, Congressman TALLON forwarded a
- Insp. privacy act release on behalf of two of his constituents who are
- Intell. requesting a copy of the autopsy report of Captain KYLE EDMONDS
- Lab. who perished in the 1985 crash of the Arrow Air DC-8 plane in
- Legal Coun. Gander, Newfoundland, Canada. Our response was coordinated with
- Off. Cong. & Public Affs. the Civil Discovery Review Unit, Legal Counsel Division.
- Rec. Mgnt. MOS: mds (8)
- Tech. Servs. Training
- Telephone Rm. 3/8
- Director's Sec'y MAIL ROOM

APPROVED: Adm. Servs. Legal Coun. Off. of Liaison
Director Crim. Inv. & Int. Affs.
Dep. Dir. Ident. Off. of
ADD-Adm. Inspection Public Affs.
ADD-Inv. Intell. Cong. Affs. Off.
Laboratory Off. of EEO

SSA []
ROOM 7240, TL-245



FEDERAL BUREAU OF INVESTIGATION

Washington, D. C. 20537

REPORT

of the

LATENT FINGERPRINT SECTION IDENTIFICATION DIVISION

YOUR FILE NO.
FBI FILE NO.
LATENT CASE NO. C-52543

February 3, 1986

FEDERAL GOVERNMENT

TO: Colonel Robert R. McMeekin
Director
U.S. Army Medical Corps
Armed Forces Institute of Pathology
Washington, D. C. 20306

RE: ARROW AIRLINES FLIGHT 950 JM
CRASH AT GANDER, NEWFOUNDLAND
DECEMBER 12, 1985
IDENTIFICATION MATTER

REFERENCE: Oral request from [redacted] on January 21, 1986
EXAMINATION REQUESTED BY:
SPECIMENS:

Attached are the requested amended pages 9 and 10 of our LFPS
report dated January 18, 1986.

Enclosures (2)

- 1 - Colonel Kenton E. Hartman
Chairman
Department of Oral Pathology
Armed Forces Institute of Pathology
Washington, D. C. 20306
- 1 - HQDA (DAPC-PED-F)
Alexandria, Virginia 22331-0400

Attention: [redacted]

*JS:abl
(2)*

95-271189-20

23 FEB 13 1986

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b7C

MAILED 10
FEB 03 1986

MAY 9 1986

MAIL ROOM

THIS REPORT IS FURNISHED FOR OFFICIAL USE ONLY

First Enclosure Page(s) (pg. 9) of serial 20 have
been deleted for the following reason(s): P

Information previously redacted, not in response to FOIA request #1133569



FEDERAL BUREAU OF INVESTIGATION

Washington, D. C. 20537

REPORT

of the

LATENT FINGERPRINT SECTION IDENTIFICATION DIVISION

FEDERAL GOVERNMENT

YOUR FILE NO.
FBI FILE NO.
LATENT CASE NO. C-52548

January 14, 1986

REGISTERED

TO: Colonel Robert R. McMeekin
Director
U.S. Army Medical Corps
Armed Forces Institute of Pathology
Washington, D. C. 20306

Airport New Foundland

RE: ARROW AIRLINES FLIGHT 950 JW
CRASH AT GAUDER, NEWFOUNDLAND
DECEMBER 12, 1985
IDENTIFICATION MATTER

REFERENCE: Request of Colonel Robert R. McMeekin, AFIP, Washington, D. C.
on 12/16/85 for assistance of FBI Disaster Squad and FBI Legat, Ottawa communications 12/12/85 and 12/13/85
EXAMINATION REQUESTED BY: Addressee
SPECIMENS:

The following report covers the work of the FBI Disaster Squad at the Dover Air Force Base Mortuary in connection with the fingerprint examinations of the victims in the captioned matter.

ENCLOSURE IN BULKY ROOM
ENCLOSURE

Fingerprints were obtained for 154 bodies and body parts and footprints were obtained from forty-two bodies and body parts.

Enclosures (12)

(Continued on next page)

- 1 - Colonel Kenton S. Hartman
Chairman
Department of Oral Pathology
Armed Forces Institute of Pathology
Washington, D. C. 20306
- 1 - HQDA (DAPC-PED-F)
Alexandria, Virginia 22331-0400

Attention:

- 1 - Legat, Ottawa (32-86) (P)
- 1 - SA Room 11854, TL #321
- 1 - SA Room 11144A, TL #342

JS:sbl (9)

b6
b7c

JAN 21 1986

Colonel Robert R. McMeekin

January 14, 1936

One hundred-sixteen of the victims were identified by fingerprints. The FBI certifies that the fingerprint identifications are positive identifications.

The identifications effected by fingerprints are set forth on an attached list.

P

An identification card from the personal belongings of [REDACTED] and ten items from the personal belongings of [REDACTED] are enclosed.

Information previously redacted, not in response to FOIA request #1133569

Enclosure Page(s) 1-9 of serial X5 have
been deleted for the following reason(s): P

Information previously redacted, not in response to FOIA request #1133569

P



Edmonds, Kyle Lee - Body D174

He was identified with fingerprints appearing on a fingerprint card submitted by the U.S. Army bearing service #251-11-4977 and the date and place of birth as November 2, 1957, in Aiken, South Carolina.

Enclosure Page(s) 11-13 of serial X5 have
been deleted for the following reason(s): P

Information previously redacted, not in response to FOIA request #1133569

DELETION CODE

Common Law Privileges:

- P. Information which is not relevant to the matters at issue in the litigation.

MAJORITY MEMBERS
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ONE HUNDRED FIRST CONGRESS

Congress of the United States

House of Representatives

COMMITTEE ON THE JUDICIARY

2138 RAYBURN HOUSE OFFICE BUILDING

WASHINGTON, DC 20515-6216

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SSP

February 5, 1990

CLASS

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REC

W-102

The Honorable William S. Sessions
Director
Federal Bureau of Investigation
10th Street and Pennsylvania Avenue, N.W.
Washington, D.C. 20535

Dear Director Sessions:

The Subcommittee on Crime is conducting an oversight investigation into the Arrow Air plane crash on December 12, 1985 in Gander, Newfoundland that claimed the lives of 248 members of the U.S. Army returning to the United States from peacekeeping duties in the Sinai.

A review of various documents pertaining to the fatal plane crash disclosed that the Federal Bureau of Investigation participated in the investigation. Therefore, please provide the Subcommittee on Crime by March 2, 1990 with all documents, reports (including all interviews performed by the FBI [redacted]), photographs, laboratory results, and film relating to the fatal plane crash which are in the care, custody, and control of the Federal Bureau of Investigation.

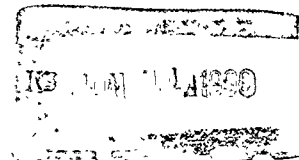
If you have any questions, please contact Hayden Gregory, Counsel, Subcommittee on Crime at 225-1695.

Sincerely,

William J. Hughes
William J. Hughes
Chairman
Subcommittee on Crime

WJH:cgh

95-271189-62



Off. of Cong. and Public Aff.

SSP

CLASS
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February 12, 1990

V.10Z

Honorable William J. Hughes
Chairman
Subcommittee on Crime
Committee on the Judiciary
House of Representatives
Washington, D.C. 20515

Dear Mr. Chairman:

Please be advised that we have received your letter to Director Sessions dated February 5, 1990, requesting information on the Arrow Air plane crash in Gander, Newfoundland.

A member of our Congressional Affairs Office will be in contact with your Subcommittee staff regarding this request.

Sincerely yours,

John E. Collingwood
Inspector-in-Charge
Congressional Affairs Office

- 1 - Mr. Hicks - Enclosure
- 1 - Mr. York - Enclosure
- 1 - Mr. Christensen - Enclosure
- 1 - Mr. Collingwood - Enclosure
- 2 - [Redacted] - Enclosure
- 1 - [Redacted] - Enclosure

95-271189-63

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10 JUN 1990

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MAIL ROOM 123

December 14, 1989

Honorable Robin Tallon
House of Representatives
Washington, D.C.

Dear Congressman Tallon:

I have before me your letter of July 31, 1989, to Mr. William Baker, the Assistant Director of our Criminal Investigative Division. In your letter, you requested a copy of the full uncensored FBI report on the December, 1985 Arrow Air DC 8 crash in Gander, Newfoundland, Canada. The crash was a terrible tragedy and I certainly appreciate your desire and willingness to assist the victims' families. 121285

You will recall that I met with you to discuss the limited involvement that the FBI had in the accident investigation. I explained that FBI efforts were devoted largely to the identification of the victims and I provided you with a redacted copy of FBI documents relating to this matter. The documents were reviewed by our Freedom of Information and Privacy Acts Section prior to release and deletions were made pursuant to applicable statutes and regulations.

As was noted in a previous letter to you and as I explained, the complete FBI file consists primarily of laboratory data and totals 277 pages. Forty-one pages of this file have been released and the remaining 236 pages have been redacted in total to protect the privacy the victim families. These pages reflect information used by the FBI to identify the victims such as descriptions of the victims' remains, personal items, and family references.

- 1 - Mr. Clarke
- 1 - Mr. Baker
- 1 - Mr. Collingwood
- 3 - [Redacted]
- 1 - [Redacted]

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MCS [Signature]

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Director's Sec'y _____ MAIL ROOM ☐

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Honorable Robin Tallon

The FBI has a second, smaller file on the Arrow Air crash also, which contains the results of investigation done in the United States [redacted] The FBI was requested, through our legal attache in Ottawa, to interview flight crew members who had flown the Arrow Air DC 8 on the flight prior to the crash regarding the airworthiness of the aircraft. These interviews were conducted and the results were [redacted]

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I also understand that a representative of our Congressional Affairs Office was in contact with [redacted] [redacted] of your staff regarding your July 31, 1989 letter. It was explained that in responding to requests for information contained in FBI records the FBI is legally obligated to ensure any disclosure is consistent with current statutes, regulations, and administrative guidelines addressing personal privacy concerns. One of the foremost statutes dealing with personal privacy is the Privacy Act of 1974, Title 5, United States Code (U.S.C.), Section 552a, which prohibits the FBI's release of personal information about individuals without their consent, except in twelve specifically enumerated situations. One of the exceptions to the Privacy Act's nondisclosure provision permits disclosure to a Member of Congress who is acting in an official capacity on behalf of either House of Congress or on behalf of one of the Committees of either House of Congress seeking information in connection with performance of duties within the Committee's jurisdiction. 5 U.S.C. 552a (b) (9). The Privacy Act contains no exception permitting disclosure without the consent of the individuals to whom a record pertains to a Member of Congress acting in an individual capacity on behalf of a constituent not the subject of the record.

To afford the requester the benefit of procedures designed to ensure maximum disclosure of information in FBI files, requests by Members of Congress acting in their individual capacities are treated as requests made pursuant to the Freedom of Information Act (FOIA). 5 U.S.C., Section 552. Processing your request pursuant to the FOIA enabled the FBI to provide the documents I furnished to you. As noted previously certain material contained in FBI records pertaining to the 1985 Arrow Air DC 8 crash was withheld pursuant to FOIA exemptions.

Sincerely yours,

John E. Collingwood
Inspector-in-Charge
Congressional Affairs Office

Assistant Attorney General
Office of Legislative Affairs

December 1, 1989

33P

Inspector-in-Charge
Congressional Affairs Office

RESPONSE TO LETTERS FROM CONGRESSMAN ROBIN TALLON
REGARDING THE GANDER, NEWFOUNDLAND, CANADA CRASH
OF ARROW AIR 121285

ACTION MEMORANDUM

Enclosed is an original letter for signature by Assistant Attorney General Carol T. Crawford to Congressman Tallon in response to his July 28, 1989 letter to the Attorney General. A copy is enclosed for your records.

Also enclosed is a copy of the FBI's response to Congressman Tallon's July 31, 1989, letter. This letter will also address his most recent letter to the FBI, dated August 16, 1989, a copy also of which is attached for your records.

Questions regarding the above may be addressed to Supervisory Special Agent [redacted] Congressional Affairs Office, 324-4515.

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1 - Executive Secretariat -
Department of Justice

1 - Mr. Clarke
1 - Mr. Baker
1 - Mr. Collingwood

3 - [redacted]
1 - [redacted]

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Assistant Attorney General
Office of Legislative Affairs
Re: Response to Letters From Congressman Robin Tallon
Regarding the Gander, Newfoundland, Canada Crash
of Arrow Air

NOTE: In this communication we are providing a letter for the Department's Office of Legislative Affairs, to be signed by CAROL CRAWFORD and sent to Congressman TALLON in response to his July 28, 1989 letter to the Attorney General. In that letter, Congressman TALLON recommends that an investigation be initiated into the crash of Arrow Air during December, 1985 in Gander, Newfoundland, Canada. The response we provide on behalf of the Department to Congressman TALLON is that the Department of Justice does not have a basis to conduct a criminal investigation. However, any factual information the Congressman's office has would be accepted and evaluated. The Congressman is advised to contact the Federal Aviation Administration and the National Transportation Safety Board to discuss the crash, inasmuch as the FBI did not participate in the investigation of the crash.

Attached to this communication, we also provide to the Department our response to Congressman TALLON's July 31 letter to Assistant Director WILLIAM BAKER and his August 16, 1989, letter to Chief Counsel JOHN COLLINGWOOD. In these letters, TALLON requested the FBI make available to him the full unexcised content of documents in the FBI's possession regarding the Arrow Air crash in Gander. In our response, we note that he has been provided with all material which is releasable and we explained the guidelines of the Freedom of Information and Privacy Acts under which we are obligated to process documents for release. A copy of our response to Congressman TALLON is provided to the Department for their information.

MEMBER:
COMMITTEE ON
AGRICULTURE
COMMITTEE ON
MERCHANT MARINE
AND FISHERIES

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ROBIN TALLON
6TH DISTRICT, SOUTH CAROLINA

432 CANNON BUILDING
WASHINGTON, DC 20515
(202) 225-3315

DISTRICT OFFICES:

P.O. BOX 6286
FLORENCE, SC 29502
(803) 669-9084

HORRY COUNTY COURTHOUSE
CONWAY, SC 29526
(803) 248-6256

Congress of the United States

House of Representatives

Washington, DC 20515

June 19, 1990

Mr. William S. Sessions, Director
Federal Bureau of Investigation
J. Edgar Hoover Building
Washington, DC 20535

Dear Mr. Sessions:

ARROW AIR

As part of my continuing investigation into the cause of the 1985 crash in Gander, Newfoundland, which killed 256 Americans, I would be most appreciative if you could assist in me in the following requests.

1. In a letter dated January 17, 1990, John Collingwood of F.B.I. Congressional Affairs stated that the F.B.I. collected information at [redacted] as a result of a [redacted] [redacted] Please provide a copy of these documents as well as any other documents officially [redacted] by the F.B.I.

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2. The Department of Defense in a Dec. 8, 1989 letter to me stated that "Terrorist claims of responsibility were not dismissed by authorities until after thorough investigation of all evidence." Did anyone at the F.B.I. participate in the investigation referred to? When precisely was terrorism discounted by American officials?

3. We have obtained a copy of a cable from the American Embassy in Port Louis to the State Department (see attached) which indicated terrorism. How was the document reviewed by the F.B.I.? To whom was this document sent at the F.B.I.? And could you provide me with all other similar documents that were received or reviewed which pertained to allegations of terrorism?

4. From the Canadian Aviation Safety Board, I have learned that "considerable paper material" was recovered from the crash site. Were any of these documents turned over to the F.B.I.? If so, I would like copies of any documents recovered that were not part of the personal effects of passenger and crew.

95-271189-66X

Thank you for your time and attention to this matter. Please let me know if you need further information to fulfill this request.

With best wishes, I am

Sincerely,

Robin Tallon

ROBIN TALLON
Member of Congress

38

cc: The Honorable Nicholas Mavroules
The Honorable John Conyers
The Honorable Bill Hughes

*Interim to
Cong. Tallon
6/28/90 JFR:ju*

December 1, 1989

Honorable Robin Tallon
House of Representatives
Washington, D.C.

Dear Congressman Tallon:

There is no doubt that the crash of Arrow Air in Gander, Newfoundland, Canada in December 1985 was a ~~terrible~~ occurrence causing much grief for the victim family members. Their frustration can only be worsened knowing that because it happened in Canada, the United States Government was not able to respond and control the investigation, which would be the case had the crash occurred in our own territory. Canadian authorities conducted the investigation into the crash.

After reviewing the victim family letters that you provided with your July 28, 1989, letter to the Attorney General, I believe the issue is the victim family members' desire to learn the true cause of the crash. The Federal Aviation Administration (FAA) and the National Transportation Safety Board (NTSB), through liaison with their counterparts in Canada, would most likely be in a position to address the victim family members' concerns.

I do not believe that the Department of Justice has the basis to conduct a Federal criminal investigation. We will, however, be glad to accept and evaluate whatever factual information you have.

You may also want to consider contacting the Embassy of Canada in Washington, D.C. to seek their assistance.

I hope this is of assistance to you.

Sincerely yours,

Carol T. Crawford
Assistant Attorney General

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1 - Mr. Clarke
1 - Mr. Baker
1 - Mr. Collingwood
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MAIL ROOM ☐

APPROVED:

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MEMBER:
COMMITTEE ON
AGRICULTURE

ROBIN TALLON
6TH DISTRICT, SOUTH CAROLINA

432 CANNON BUILDING
WASHINGTON, DC 20515
(202) 225-3315

Congress of the United States
House of Representatives
Washington, DC 20515

DISTRICT OFFICES:
P.O. BOX 6286
FLORENCE, SC 29502
(803) 669-9084

HORRY COUNTY COURTHOUSE
CONWAY, SC 29526
(803) 248-6256

SSP COMMITTEE ON
MERCHANT MARINE
CLASS AND FISHERIES
SRC'D
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July 23, 1990

Mr. John E. Collingwood
Federal Bureau of Investigation
J. Edgar Hoover Building
Washington, DC 20535

Dear John:

ARROW AIR

Thank you for your help over the past months in helping to uncover information the 1985 plane crash in Gander, Newfoundland.

In reviewing your January 17 letter, I noticed you referred to an investigatory file done by the FBI at the request of the Canadian Authorities. It would certainly be useful to my understanding of the matter of the United States response to the accident if you could make available a copy of that file.

Since this file was turned over to the Canadian authorities at the time, it does not seem to me that there would be any reason to withhold it now.

It's my understanding that the FBI file number for the basic information on Gander is 95-271189. Could you explain what FBI file numbers 163-56160 and 47-0-8642 contain in reference to the investigation?

I would appreciate this information by August 15, 1990 as I am trying to cooperate with other congressional investigative offices in laying the foundation for a future hearing.

If you have any questions concerning this request, please feel free to call my legislative assistant,

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With best wishes, I am

Sincerely,

Robin Tallon

ROBIN TALLON
Member of Congress

RT/jms

95-271189-66X1

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TO DIRECTOR FBI/PRIORITY/

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CITE: //5150//

PASS: (1) INTERNATIONAL TERRORISM - GLOBAL UNIT,
COUNTERTERRORISM SECTION, CID, ROOM 5226; (2) CONGRESSIONAL
AFFAIRS OFFICE, ROOM 7240.

SUBJECT: ARROW AIRLINES FLIGHT 950JW CRASH AT GANDER
NEWFOUNDLAND, CANADA, 12/12/85.

THE FOLLOWING IS FURNISHED FOR INFORMATION:

U.S. AMBASSADOR TO CANADA, EDWARD N. NEY, HAS REQUESTED A
SUMMARY OF ACTIONS TAKEN BY EACH U.S. GOVERNMENT AGENCY ASSIGNED
TO THE U.S. EMBASSY, OTTAWA, IN CONNECTION WITH THE 12/12/85
ARROW AIRLINES FLIGHT 950JW CRASH AT GANDER, NEWFOUNDLAND, IN

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ORDER TO SUPPORT DEPUTY ASSISTANT SECRETARY OF STATE ROBERT
PINES' UPCOMING NOVEMBER 30, 1990, TESTIMONY BEFORE A
CONGRESSIONAL COMMITTEE INVESTIGATING CAPTIONED DISASTER.

LEGAT, OTTAWA, HAS FURNISHED AMBASSADOR NEY WITH A COPY OF
FBI LETTERHEAD MEMORANDUM DATED 7/8/88 AT WASHINGTON, D.C., WHICH
REPRESENTS THE EXTENT OF THE FBI'S INVESTIGATION IN CAPTIONED
MATTER. THIS LHM WAS PREPARED BY FBIHQ AND PREVIOUSLY FURNISHED
TO THE FORMER U.S. AMBASSADOR TO CANADA, THOMAS M.T. NILES, BY
LEGAT, OTTAWA, ON 7/25/88.

BT

#0004

NNNN

MEMBER:

COMMITTEE ON
AGRICULTURE

COMMITTEE ON
MERCHANT MARINE
AND FISHERIES

ROBIN TALLON
6TH DISTRICT, SOUTH CAROLINA

432 CANNON BUILDING
WASHINGTON, DC 20515
(202) 225-3315

DISTRICT OFFICES:

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(803) 669-9084

HORRY COUNTY COURTHOUSE
CONWAY, SC 29526
(803) 248-6256

Congress of the United States

House of Representatives

Washington, DC 20515

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September 20, 1990

Mr. John E. Collingwood
Federal Bureau of Investigation
J. Edgar Hoover Building
Washington, DC 20535

Dear Mr. Collingwood:

ARROW AIR

I hope things are well with you. This is a letter to follow-up on my current requests of the F.B.I. regarding the 1985 Gander plane crash.

According to my files, the F.B.I. is in the process of answering two of my inquiries. One letter was to Mr. Sessions and dated June 19, 1990 and the other letter of July 23, 1990, was addressed to you.

I have received initial acknowledgement responses to both. I would appreciate your efforts to advise me as to the status of these requests and to expedite the completion of them. As I indicated in my previous letters, I am working with several other congressional offices on this matter and we are eager to receive the F.B.I.'s response.

Again, I am grateful for all the help you give to my requests. Please let me know whenever I can be of assistance to you.

With best wishes, I am

Sincerely,

Robin Tallon

ROBIN TALLON
Member of Congress

RT/jms

95-271189-68

Noted & sent 10/15/90

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October 15, 1990

Honorable Robin Tallon
House of Representatives
Washington, D.C.

Dear Congressman Tallon:

In your letters of June 19 and July 23, 1990, you requested further information and documents regarding the crash of Arrow Air in Gander, Newfoundland, Canada in 1985.

As explained during a briefing we provided for you and in my letter of December 1, 1989, the FBI did not investigate the Gander accident. Our efforts with respect to this occurrence were to identify the victims. Later at the request of the Canadian Government, we conducted limited investigation in the United States and reported the results. I earlier provided you with a redacted copy of FBI documents relating to the matter and explained the Federal statutes and regulations regarding requests for FBI records. These statutes and regulations apply to your June 19th and July 23rd requests for documents and information.

Both of your letters contained requests for investigative documents that have been provided to Canadian authorities. For the reason I explained in my December 1, 1989 letter, we are unable to provide these records to you.

In the second item of your June 19th letter, you note information from the Department of Defense indicating that terrorist claims of responsibility were not dismissed by authorities until after a thorough investigation of all evidence. As explained in the past, the FBI did not participate in this investigation which was conducted by the Canadian authorities. FBI services in support of this investigation were limited as we have explained. Because the FBI did not conduct the investigation of this crash, we are unable to say what terrorism has been discounted by American officials.

The third item in your June 19th letter concerned how documents containing terrorism-related information are reviewed

- 1 - Mr. Baker
1 - Mr. Collingwood
3 - [redacted]
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SEE NOTE PAGE 2

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Honorable Robin Tallon

at the FBI. A document of this nature, if provided to the FBI, would be referred to our Counterterrorism Section in the Criminal Investigative Division. It would be reviewed within that section and discussed with the Department of Justice. Based on this review and discussion, a decision would be made regarding the jurisdiction for an investigation as well as the appropriate investigative response.

An additional question in your July 23 letter concerned the identification of FBI file numbers. A 163 classification file contains a request from a foreign law enforcement agency for specific investigative assistance in the United States. A 47 classification file contains an allegation or information regarding impersonation of an officer or employee of the United States.

As stated in my December 1, 1989 letter, the FBI is guided by Federal statutes and regulations regarding the production of documents to a Member of Congress. We have produced every document that we can produce pursuant to your request. Additionally as part of the oversight process, the House Judiciary Committee reviewed the activities of the United States Government in response to the Gander crash.

The FBI has not been provided any of the paper material referred to by the Canadian Aviation Safety Board.

I hope this is of assistance to you.

Sincerely yours,

John E. Collingwood

John E. Collingwood
Inspector-in-Charge
Congressional Affairs Office

NOTE: By letters dated June 19 and July 23, 1990, Congressman Tallon requested further documents and information of the FBI regarding the 1985 crash of Arrow Air in Gander, Newfoundland, Canada.

We have responded to several previous requests from Congressman Tallon for essentially the same information.

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Federal report conceals evidence about Gander crash

By Robert Lee
Citizen staff writer

Key evidence has been excluded from a confidential federal report which concludes icing on the wings caused the 1985 Gander, Nfld. air disaster.

Five of the 10 members of the Canadian Aviation Safety Board object to the findings of the preliminary report, sources have told the *Citizen*. The missing evidence includes an autopsy which revealed lethal doses of cyanide in the blood of many of the 248 U.S. servicemen killed in the crash.

Internal wrangling over the conduct of the accident investigation led last week to the resignation of the aviation board's chairman, Bernard Deschenes.

The report concludes that failure to de-ice the aircraft wings was the probable cause of the disaster. But the presence of hydrogen cyanide — a by-product of some airliner fires — could mean the passenger cabin was on fire before impact.

It has been more than two years since a chartered jet carrying the U.S. troops and a crew of eight home from the Middle East

Today

Light snow
Clear, with
faint snow
by 10 a.m.
Temp. -10 to -15
Wind light E
6 to 10 mph
Sun 11:30 a.m. to 4:30 p.m.

Canada

Police General Peter Smith
is departing the country and
to be replaced by Gen. Smith
in his duties. Smith is the
first Canadian to be named
as the first general of the
Canadian Forces.

Local

Police Department is looking
for a man who was seen in
the area of the crash site.
He is described as being
about 30 years old, 5'10" tall,
with dark hair and eyes.

Thursday,
December 12, 1985
Ottawa

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258 killed in Gander plane crash

**Worst air disaster
in Canadian history**

GANDER, Nfld. (CP) — A DC-10 carrying 248 U.S. servicemen and crew home from the Middle East crashed today at Gander International Airport in the worst air disaster in Canadian history.

The plane, carrying 246 servicemen and eight crew in Bagdadville, Ky., from a stopover in Cologne, West Germany, had been in a tight, steep climb and was 3,000 feet above the ground when it crashed.

Flashback: Grim news from the crash site in Newfoundland
for the Christmas holidays disintegrated in an exploding fireball
shortly after takeoff.
But the cause of the crash re-

mains a hotly-disputed issue.

The aviation board's draft report says ice, the texture and consistency of sandpaper, was the probable cause. The report estimates the ice doubled the jet's drag and significantly decreased lift, causing the overloaded jetliner to stall 100 seconds into flight.

But nearly half the board members contend the icing theory leaves too much evidence — such as the cyanide — unexplained.

Members who spoke on the condition they not be identified said they are not convinced of any single cause of the disaster. On the

basis of the known evidence, they said, they would list the cause as "undetermined."

They consider other scenarios to be possible: a cabin fire at take-off; the loss of power or a reverse thrust on the plane after starboard engine; or the loss of elevator trim or flaps, which would lift.

The crash investigation has been hampered by the almost total devastation of the aircraft, which was loaded with 46,000 kilograms of fuel, the destruction of